

## HUB'S MAYOR GREETED PATHFINDER PARTY

Night Stop to Be Made at  
Boston on Munsey His-  
toric Tour.

## DELIGHTFUL RUN FROM PROVIDENCE

Every Mile Along Old Turnpike  
Has Its Own Charm—Pic-  
turesque Spots Ahead.

BOSTON, June 21.—The pathfinder party for the Munsey Historic Tour is resting in Boston today and will resume the trail tomorrow.

Every attention has been shown to the members of the party both by the automobile enthusiasts of the city and by the public officials. Great praise has been bestowed on the E-M-F car for the manner in which it has stood up under the strain of the road. Not an adjustment has been made on the car since leaving Philadelphia.

When the pathfinder party reached Boston from Providence yesterday, the members were greeted by Mayor Fitzgerald. As the car with the two escorting machines passed the city hall it stopped and the mayor came out, giving the men a hearty welcome to the city and expressing his pleasure that the Munsey tourists were going to make Boston one of the night stops. He declared that the tour was one of the most valuable tests of a car that could be devised, and that it had an added interest this year because of the route to be taken.

### Welcome By Mayor.

A great crowd filled School street in front of city hall while the mayor was welcoming the pathfinders, and a detachment of police was necessary to keep the throngs from crowding too close about the machine while the mayor was talking to the trail-blazers.

Short trips about the city in the E-M-F car, which was gallily decorated with banners and pennants, took up the morning today. Everywhere the car with its coating of dust and its marks of travel was given much attention. This afternoon the party took a trip down to Nahant to enjoy one of the dinners for which the place is famous.

When the party returned to Providence yesterday afternoon it found the escort party with two cars ready to receive it and conduct it to the hotel. Among the reception committee were Col. James Fortescue, secretary of the Massachusetts State Automobile Association; E. N. Crockett and Charles Malley, of the E-M-F Boston company; Charles Rhodes, of the Boston branch of the Spitznagel Company; and several representatives of The Boston Journal.

### Roads Are Excellent.

The run for forty-four miles, from Providence to Boston, was made in short time over perfect roads. The Boston turnpike was followed by way of Pawtucket—where a stop was made on invitation of the Pawtucket Times and the New England Automobile Journal—through Attleboro, Walpole, Norwood, and Dedham.

Almost every mile was historic ground. Ancient and modern buildings lined the way; sites of monuments and spots hallowed by tradition were found on every side. It was just such a country as the Munsey tourists will find most delightful in the tour in August, for it combines historic and scenic beauty with good roads. As a matter of fact the party in the E-M-F car found every foot of the way alive with historic interest in the journey yesterday from New London, Conn., through Westerly to Providence, and thence to Boston.

Before leaving New London a visit was paid in the morning to the little red school house where Nathan Hale taught, then across the ferry to Groton, hallowed by the memory of the patriot. Ledyard, who, being forced to surrender his sword to the captor of the fort at that place, fled dead.

### Fine View of Harbor.

Up the hill the Groton monument rears its head, and out beyond the Ledyard Cemetery there is a view as fine as the east mounts the hill one of the finest views of the great expanse of the New London harbor. A short distance out the road is the old site of the Averys, the remains of the homestead of a family widely known in these parts. The place is marked by a monument and at once attracts attention.

The tourists will now speed over magnificent roads through Popponock and Noank, one of the prettiest sections of the country to be met with along the route. It is called a country "that never grew up." Contestants in the Munsey tour will find excellent driving in the fields and many of the small farms, they will find little shipbuilding plants along the route, for the country lies along the Sound; and they will find the place abounding in historic memories.

This was the country, which, because of its unprotected position, was exposed to the incursions of the British privateers during the Revolution. The people valiantly defended themselves against all attacks.

Beyond Noank, stands on a hill the historic Fort Rachel, which was hastily thrown up in 1813 by the people of Mystic as a defense against the British. Williams Cove lies over to the east and it was in this place that the English soldiers in a midnight raid on Mystic ran their vessels into the mud to the great joy of the inhabitants.

### On to Narragansett.

After a short ride the tourists will run into Narragansett Pier, which, in August, will be at the height of the season. The run from Narragansett Pier to Providence, the famous city founded by Roger Williams, is over the Boston Neck road, which is a perfect macadam boulevard running in sight of ocean, bay, and reaches for miles.

The entire trip throughout this part of the country is remarkable for its fine highways and its wealth of historic monuments.

The tourists will find the third day's run from Waterbury to Boston with the most scenic of the Middlesex New London, one of the best in the itinerary of the tour. The distance is 194 miles, and while it will be necessary to cross two ferries the tourists will find excellent roads and many fine bits of scenery.

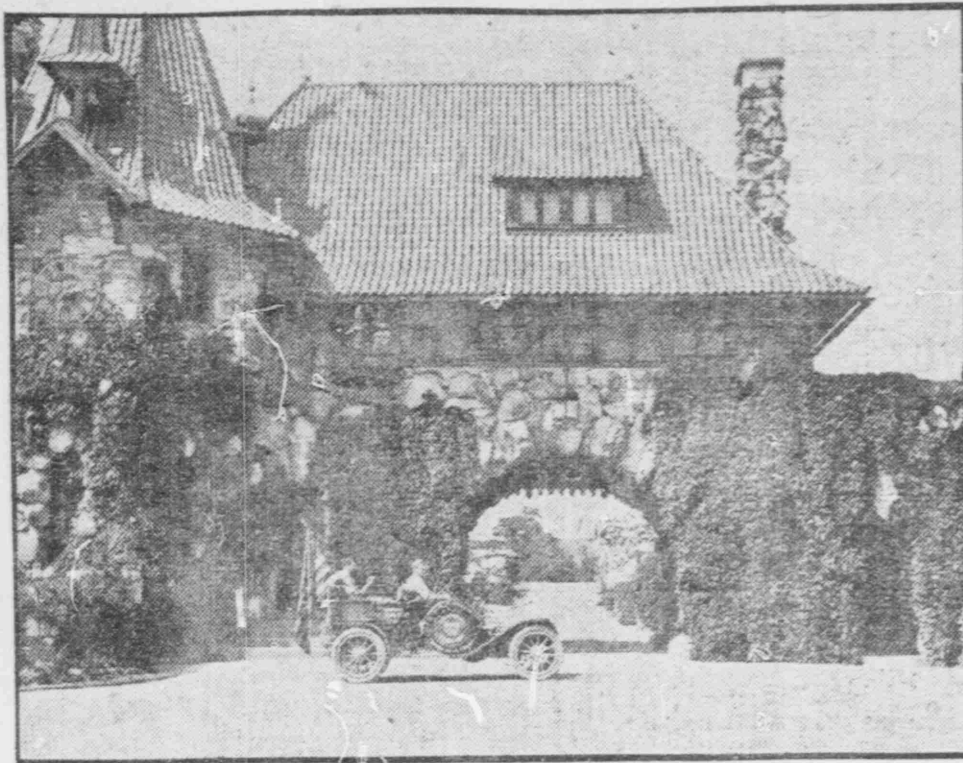
Passing Narragansett Pier the Atlantic ocean may be seen. From Westerly, R. I., to Boston, the roads are as level as a billiard table, and as many stretches are oiled, the dust nuisance will be avoided.

The Boston headquarters will be at Lenox. Ample parking space is available in the rear of the hotel. It is expected the tourists will lay over a day in Boston to enjoy the beauties of the Hub.

## CONTRASTING SCENES ON ROUTE OF MUNSEY HISTORIC TOUR



Pathfinder in Mud at Wappinger Falls, on the Road From West Point to Lenox, Mass.



After Leaving Mottville, N. Y., on Another Part of the Road From West Point to Lenox, Mass.

## MEETING OF GOVERNORS OF GRAVE IMPORTANCE

Interesting Comment Printed by Louisville Courier-Journal on Significance of Conference—States Passing Through Crisis Is Its Tenor.

Regarding the meeting of the three governors which began yesterday in Frankfort, Ky., to select a meeting place for the conference of governors this fall, the Louisville Courier-Journal prints the following interesting comment from the New York Times upon the significance of the considerations of the trio:

### Its Significance.

More significant than the homecoming of former President Roosevelt or than the deliberations of the present Congress is the unheralded meeting today of the committee of governors.

It cannot be denied that the States are passing through a grave crisis. Because of its gravity the Supreme Court has deferred until next fall the decisions in the cases against the Standard Oil Company, against the American Tobacco Company, and sixty-five allied enterprises and their officers, and against sundry corporations that are contesting the constitutionality of the Federal tax upon their State charters to do business in the States.

Behind these prosecutions is the history of a universal agitation that gathered force and momentum in 1905 in the case against the Standard Oil Company, and in many State legislatures, served to heighten a justifiable popular distrust which demands a change in the general conviction that most if not all corporations are criminal, and that most if not all State legislatures are tyrannical.

Until recently the people, instead of undertaking to reform them, have been endeavoring to look to Washington for redress of their grievances against the corporations, which, as has been pointed out by high authorities, exercise a tyrannical influence over the personal fortunes of every man. What if the people should be disappointed here, a worse disappointment than when they learned to despair of the States in their battle with corporate interests?

Suppose, in the important cases decided this fall, the powerful central Government were shown to be a broken reed.

### A Supposition.

Suppose that the Supreme Court shall declare that the great monopolies, if monopolies they be, are the result of enterprises of manufacture and production over which the States, and not Congress, have reserved the regulatory control, and that their charters are subject alone to the States which gave them.

The question whether they are, in fact, monopolies, would not have been decided. If innocent, they would still be subjected to the outbreaks of the popular temper, and to the fury of desperation. If guilty, their guilt would not be established, their punishment would not be decreed, their dissolution would not be effected, and their way of public plunder would be kept open.

On the other hand, if the cases shall be decided against the companies, the Federal Government must face the question whether the 1,198 "holding companies" of the nation, with their \$1,110,372,389 of capital, shall be dissolved, and the impossible task of untangling their vast and intricate affairs will devolve upon the Federal authorities.

There can be no Federal substitute for local self-government. Elihu Root was speaking as much for business as for the people, as he declared that this country "is too great, its population too numerous, its interests too vast and complicated already, to say nothing of the enormous increase that we can expect in the future, to be governed as to the great range of our daily affairs, from one central power in Washington."

### Way Out of Tangle.

But there is a way out of the tangle of centralization. It is a way that will lead the people back to confidence in their ability to protect themselves ac-

ording to their peculiar needs, back to their confident control of the machinery of government. Along this way the governors of the disordered States have offered themselves as guides. With the character of these officers, at least, the people were cognizant before their election. Their names headed the State tickets, as the names of the candidates for mayor head the municipal tickets, under which are ranged the many names of obscure candidates for public office.

The governors are known beforehand for what they are. But little or nothing is known by the majority of the electorate of the men who come into office with them. Many of these are doubtless good men, but most of them are selected personally by the bosses. The municipalities and the States have grown prodigiously, they have acquired the varied, extended, complex and composite interests that have made necessary this multitude of offices. The voters cannot nominate the candidates for them. The bosses nominate them, and they come into office by private appointment under the more prominent names that head the ticket.

The regular monthly meeting of Trinity Council, No. 182, Catholic Women's Benevolent Legion, was held last evening in Trinity school hall.

Three candidates were initiated in the order. Resolutions of regret at the death of Mrs. Mary O'Callahan, the former treasurer, were passed, a copy being forwarded to her husband.

Owen J. Clarke, of 1673 Wisconsin avenue, is making extensive improvements to the residence occupied by him.

Plans are being laid for a bazaar to be held in the fall at St. John's Church, Potomac and O streets. It is proposed to have the affair last for a week, and it will be in charge of the rector, Rev. Frederick B. Howden, and Mrs. Wood.

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## BOYS OF TRINITY TO GIVE A DRAMA

Sisters Prepare Good Program for School Commencement.

WASHINGTON TIMES BUREAU, GEORGETOWN, D. C., JUNE 21.

The annual commencement exercises of Trinity School for boys will be held tomorrow evening at 7:30 o'clock, in the school hall, at Thirty-sixth and N streets. The Sisters of Providence, who have charge of the school, have drilled the pupils for the exercises. A drama in several acts, relating to the Revolutionary army will be the feature of the program. For the benefit of the children of Trinity parish a matinee performance was scheduled for this afternoon, and the exercises tomorrow evening will be for adults only, and children will not be admitted unless accompanied by a grown person.

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## JOHN BARRETT INSPIRES VERANDA CONVERSATION

Dining Diplomats Busy Spreading Rumor of Self-Appointment to the Court of Love by Former Minister to Siam—Society Is on the Guess.

By JAMES HAY, JR.

On the shady verandas of the country clubs, where diplomats sip cooling drinks and held heated converse, there is heard this afternoon the buzz of a new subject of gossip.

In all the haunts of society the troufrou of women's skirts as they hurry across the verdant sod or polished floor whispers of mighty tidings and big news.

They do say that John Barrett, once minister to Siam and now director of the International Bureau of American Republics, has appointed himself envoy extraordinary and minister plenipotentiary to the court of love.

The gossip is that Mr. Barrett is soon to be married.

All and the good fellows of the diplomatic set, don't you know, and all the belles of society, old chap, are discussing the thing and wondering who she is.

But, above the wonderment and excited talk, there is one swelling note of concord and harmony, and this is that Mr. Barrett will make a notable bridegroom. He has a notable career behind him. He is the king of conversation, and to the ordinary drool of small talk he has added interest and vivacity wherever he happened to be. He raises the usual afternoon call to the dignity of an illustrated lecture, and when he rises to an after-dinner speech, he brings up visions of Demosthenes and Patrick Henry. There are those who say that, as a Romeo, Mr. Barrett is not an onion. He is a masterpiece.

The man who, having been buried in

Siam as the representative of the United States, can push his way up the diplomatic list and land back in Washington as the shaper of the destinies of all the cigar-box republics in Central and South America, is right on hand every minute with the well-considered gem and the well-applied conversational gem.

Mr. Barrett holds the championship for long-distance conversation. He wears the belt for putting all other contestants out of the running in every garrulity race he ever entered. The riches of the dictionary are his playthings, and such jewels and priceless pearls as similes and metaphors fall from his lips every hour almost without his volition. He would have driven old Dr. Johnson to suicide if that gabby old guy ever held a talking match with him.

But on this occasion Mr. Barrett has not talked. On the subject of his rumored engagement, he has gone to the oyster and learned all there is to know about not breaking the silence of a lifetime. He is talkative like a blind fish. To the hum of the gossip and the buzz of the discussions about him, he has turned a deaf and fossilized ear.

All the diplomats and all the other big society folk would like to know who she is. But they can't find it out. There lurks in the coolness of his face no inspiration for the diplomats as to the mysterious lady's identity. There has been no word of her name, no word on verandas and in drawing rooms, so due to the unknown she.

Thus does the talk of Mr. Barrett's wedding take on an added interest. It has stilled him. It has lulled him. It has taken him up to an exceeding high place and introduced him to the gods of silence and the shrine of reticence.

Mr. Barrett has everybody guessing—and he won't say a word.

## WILL BID GODSPEED TO Y. M. C. A. WORKERS

Farewell Reception Planned for  
Young Men Going to the  
Orient.

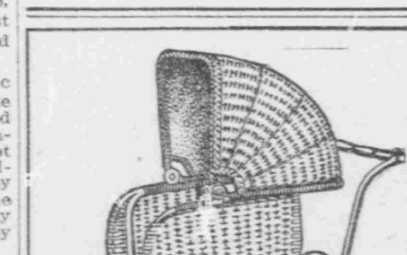
Washington is soon to send two of its religious workers into the Orient to take charge of the two most important Young Men's Christian Associations in the east, of Calcutta and at Constantinople, and a farewell reception to the young men will be held in the Central Association building, on G street, Wednesday evening.

The two are William Jesson, who has been central department secretary of the Washington Y. M. C. A. since 1907, and D. A. Davis, who has been religious work director for two years. Mr. Jesson will go to Calcutta to take charge of the association there, which has 20 European members. Mr. Davis will be general secretary of the Constantinople association.

Mr. Davis came here from Syracuse University, and has had remarkable success in religious work, especially the extension work in car barns, repair shops, etc. Mr. Jesson is an Englishman, who has been in a number of years in association work in the United States and has meanwhile been closely connected with the foreign department of the association.

PRINCE FUSHIMI SAILS.

SEATTLE, June 21.—Prince and Princess Fushimi of Japan and their suite have sailed for Yokohama on the steamship Minnesota.



The Carnegie is the first non-magnetic vessel ever built. She is of wood, while her metal parts are all of demagnetized bronze, so that her compass observations may be absolutely accurate. Not a piece of steel or other metal is allowed on board. She is commanded by Capt. Fred McMurray, who took the great drydock Dewey to Manila. Many noted scientists will make the journey with her.

We carry the largest and most up-to-date line of Baby Carriages and Go-Carts in the city.

Ranging in price from

\$2.50 to \$30.00

W. B. Moses & Sons  
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## GLIDDEN TOURISTS ARE DISSATISFIED

Factory Representatives  
Threaten to Take Charge  
of Management.

TEXARKANA, Ark., June 21.—The Glidden tourists left here this morning for Dallas, Tex., a distance of 215 miles, the longest day's run to be attempted thus far. The roads are said to be in fair condition.

Much dissatisfaction exists among the participants.

A chaotic condition is arising such as featured the finish of the 1908 event. Rulings of every nature, whether in accordance with the published regulations or not, are being made by the committee and a movement is on foot among some of the factory representatives to take over the management of the run and conduct it absolutely according to regulations.

In the very difficult run yesterday there were enough questions brought up to keep the committee on management in session all night. An error on the part of the officials sent cars through deep mud and sand up and down dangerous hills, and through bridgeless streams at a killing pace instead of a proper one as was intended. The result was a penalization upon the 6-6 Premier touring car, which has been protested.

The Maxwell touring car had to use a new spring clip for one broken by a shock absorber. No penalty was given for this and other interests have protested.

A Chalmers-Detroit adjusted its engine after crossing a deep stream, but the penalty was removed. These three cars have been running to date with perfect scores.

A number of penalties were given mainly for taking on water because engines would not run cool in the sweltering heat and hot sands which being pushed to the limit to conform to the rulings.

## SAILOR PUGILISTS MEET ON SHIPBOARD

Four Ring Battles on Minnesota  
Despite Parker's  
Order.

NORFOLK, Va., June 21.—It became known today that four fights were pulled off on board the battleship Minnesota Sunday night despite the recent order of Commandant Parker of the Navy Yard that prize fighting would be forbidden at the navy yard. At the time the fights took place the battleship was as close to the navy yard as it was possible to get it.

The principal bout was between Ed Phillips, welterweight champion of the Navy, and Sailor Sarawantzi, of the battleship Virginia. The Russian won the decision after a terrific fight and with it the title. Phillips was severely punished.

Jimmy Hill of the receiving ship Franklin was defeated in six rounds by Sailor Egan of the Minnesota. Hill took the count twice during this fight, but a knockout was not permitted, physical being on to prevent serious injury. Sailor of the Minnesota, and Boyette of the Louisiana fought a six-round draw as did Small and Richardson of the Minnesota.

The sailors who backed Phillips in the championship battle lost heavily as he was the "odds on" favorite.

## SALMON PACKER KILLED IN CRASH

LOS ANGELES, June 21.—Samuel Elmore, a wealthy salmon packer of Astoria, Ore., was instantly killed Monday afternoon in a collision between an automobile which he was driving and a Long Beach electric car. Accompanying Elmore in the automobile was a young woman, who also was instantly killed.

The woman is said to be ill at the Hotel Maryland.

## MOST VALUABLE LOT IN WHOLE WORLD

BROCKTON, Mass., June 21.—This city can probably claim the distinction of having the most valuable strip of earth in the world, judging from the price set on a sixteen-inch lot of land by Lowell M. Reynolds, and presented to the city government. In his bill Reynolds asks \$20,000 for the ground, or an average of \$250 an inch.

The presentation of the bill follows a lengthy controversy between Reynolds and the city. The city wanted his land to widen the street at that point and the wealthy Vice manufacturer objected when offered \$50.

1,200 Pairs at  
\$2.50

A Sale of Women's Good  
Shoes at a Saving of from  
\$1.00 to \$2.00 a Pair

Perfect fitting, high grade,  
summer Oxfords and Pumps,  
made from thoroughly dependable  
leathers in the smartest  
shapes.

Over fifty styles in welted and turned soles, not a pair made to sell for less than \$3.50 and many up to \$4.50. Tan, Patent, Gun Metal, Suede, Kid, and Demi Calf leathers—\$2.50 all

Over twenty-five styles of Men's \$4.00 Shoes—\$3.00 at

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Dennis & Ellis 1303 F Street